

BookletChart™

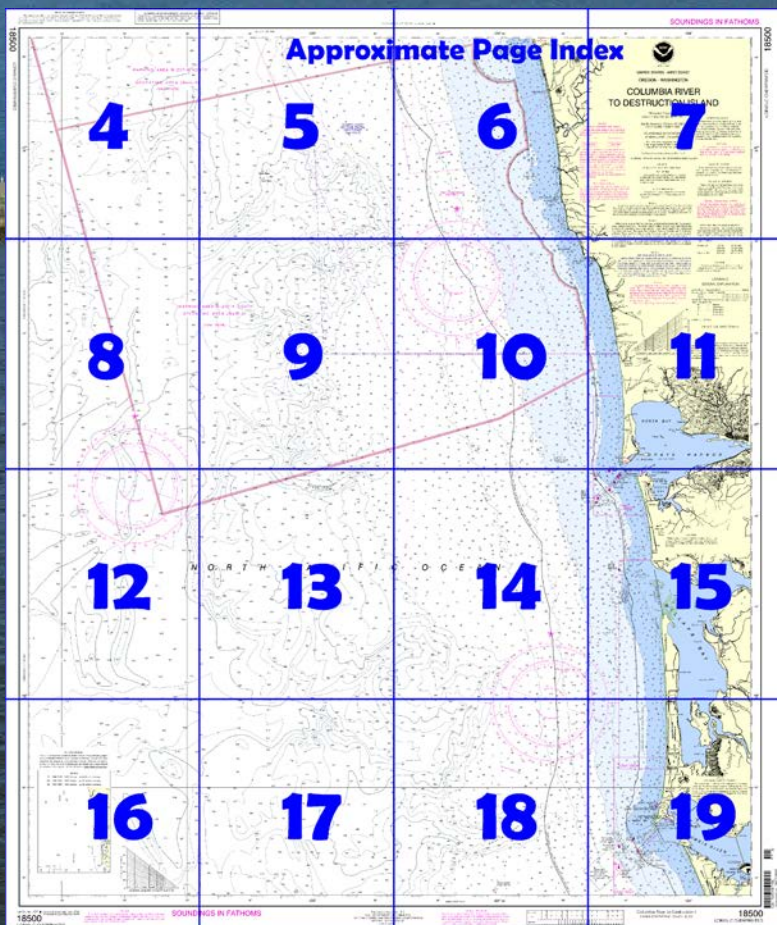
Columbia River to Destruction Island NOAA Chart 18500



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

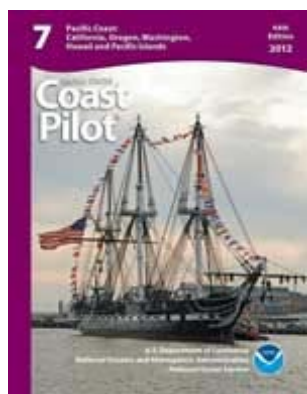
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18500>.



(Selected Excerpts from Coast Pilot)
The **Olympic Coast National Marine Sanctuary**, off the Olympic Peninsula of Washington State, including the waters of the Strait of Juan de Fuca, extends from Koitlah Point due north to the international boundary seaward to the 100 fathom isobath, thence southward to a point due west of the mouth of the Copalis River cutting across the heads of Nitnat, Juan de Fuca, and Quinault Canyons. (See **15 CFR 922**, chapter 2, for limits and regulations.)

Area to be Avoided-Washington Coast.—The International Maritime

Organization (IMO) has adopted the waters off the Washington Coast as an area to be avoided. In order to avoid risk of pollution in the area designated as the Olympic Coast National Marine Sanctuary (OCNMS), all vessels carrying oil or other hazardous materials and vessels 1,600 gross tons or more, engaged solely in transit, should avoid the area bounded by a line connecting the following points:

48°23.30'N., 124°38.20'W.	48°24.67'N., 124°55.71'W.
48°24.17'N., 124°38.20'W.	47°51.70'N., 125°15.50'W.
48°26.15'N., 124°44.65'W.	47°07.70'N., 124°47.50'W.
48°26.15'N., 124°52.80'W.	47°07.70'N., 124°11.00'W.

Reports of Oil Spills and Vessel Emergencies.—All vessels must report oil spills or potential oil spills to both Washington State (800-258-5990) and National Response Center (800-424-8802). In addition to any notifications to the USCG, the owner or operator must notify the state of any vessel emergency that results in the discharge or substantial threat of a discharge of oil to state waters or that may affect the natural resources of the state within one hour of the onset of the emergency.

Washington State Vessel Inspections.—The Washington State Department of Ecology regulates cargo and passenger vessels and tank vessels operating in Washington waters. (See Coast Pilot 7, chapter 10.)

Oil Transfer Requirements.—Safe **bunkering procedures** must be followed during fueling operations. For vessels 300 gross tons or greater, Washington State Ecology inspectors may conduct **inspections** of these regulated oil transfers on vessels receiving fuel for propulsion within Washington waters. Details can be found in state regulations at Washington Administrative Code (WAC) 317-40.

Tank vessels delivering oil in bulk to a non-recreational vessel or facility within Washington waters must meet state oil transfer requirements. They may also be subject to Washington State **oil transfer inspections** for these regulated oil transfers. Details can be found in WAC 173-184. For a transfer of over 100 gallons of bulk oil to a facility or non-recreational vessel, the delivering vessel must submit an Advance Notice of Transfer (ANT) report. The ANT must be submitted 24 hrs prior to the transfer for facilities or within the timeframe required by local USCG Captain of the Port.

Contingency Plan Requirements.—Tank vessels and cargo and passenger ships 300 gross tons or larger transiting Washington waters must either have a Washington State Department of Ecology approved **oil spill contingency plan** or be a member of a non-profit corporation that provides oil spill response capabilities consistent with their Washington State approved contingency plan. Additional information is available at <http://www.ecy.wa.gov/programs/spills/spills.html>.

Pilotage for Grays Harbor, discussed later in this chapter, also pertains to Willapa Bay.

Pilotage, Grays Harbor.—Pilotage is compulsory for all foreign vessels, and U.S. vessels under enrollment and registered in foreign trade.

A **U.S. Navy Underwater Tracking Range** is W of the mouth of Queets River, about 6 to 10 miles offshore. Underwater cables, several feet above the ocean bottom and over an area about 1 mile wide, extend NE from the upper E side of the tracking range, at about 47°32.5'N., 124°30'W., to the shore at about 47°36.3'N., 124°22.5'W. Mariners are cautioned against anchoring or dragging in these areas.

Destruction Island, 90 feet high, is 20 miles NNW of Cape Elizabeth and 3 miles offshore. It is flat-topped and covered with brush, with a few clumps of trees. The island is 0.5 mile long and 300 yards wide at its S part.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle	Commander	
	13 th CG District	(206) 220-7001
	Seattle, WA	

Table of Selected Chart Notes

Corrected through NM May 31/08
Corrected through LNM May 27/08

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:180,789 at Lat 47° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

NOTE F

Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 1000 yards apart along the line. The depth of the floating portion of the instrument varies with local bottom depth. For instruments anchored at less than 150m depth (near shore), the floating portion of the instrument is within 5m of the bottom. For instruments anchored at 150m depth or greater, the instrument package is tethered approximately 150m below the water surface.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.657" southward and 4.591" westward to agree with this chart.

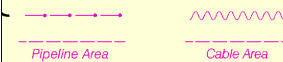
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE E

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

NOTE G

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, OR	KEC-91	162.40 MHz
Neahkahnie, OR	WWF-94	162.425 MHz
Tillamook, OR	WWF-95	162.472 MHz
Forks, WA	KXI-27	162.425 MHz

NOTE C

AREA TO BE AVOIDED

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area. See IMO SN circular 309.

CAUTION

Willapa Bay entrance channel is subject to continual changes. Buoys "A through D" are nonlateral aids which are frequently shifted to mark best water at the time of servicing.

NOTE B

COLUMBIA RIVER ENTRANCE

The project depth is 48 feet. Controlling depths are published monthly in the Local Notice to Mariners by the U.S. Coast Guard and monthly in the National Geospatial-Intelligence Agency Notice to Mariners. Additional information may be obtained from Corps of Engineers, U.S. Army, Portland, Oregon.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5990.....59,900 Microseconds
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

5990-X 5990-Y 5990-Z
9940-W 9940-X 9940-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

NOTE D

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

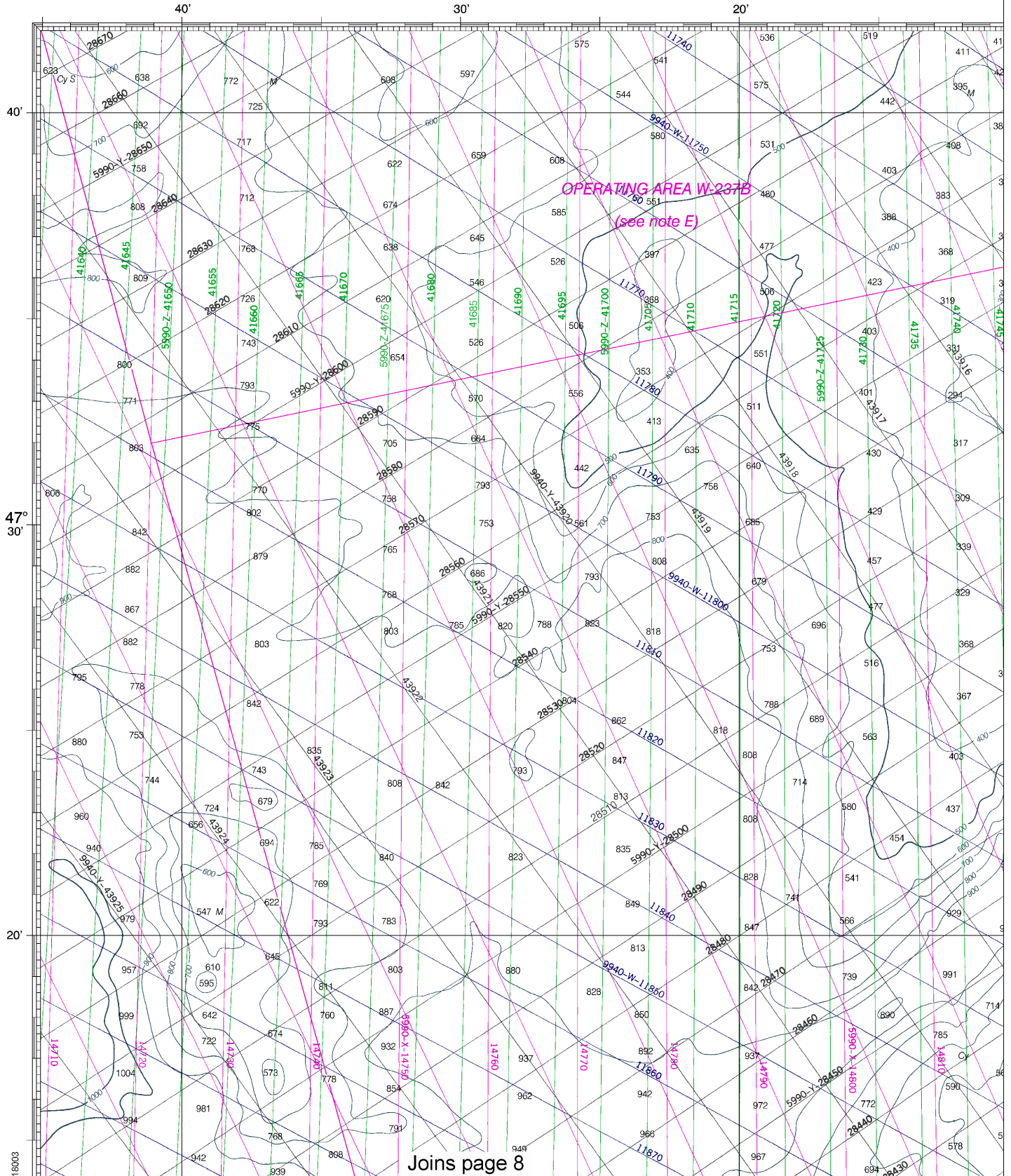
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

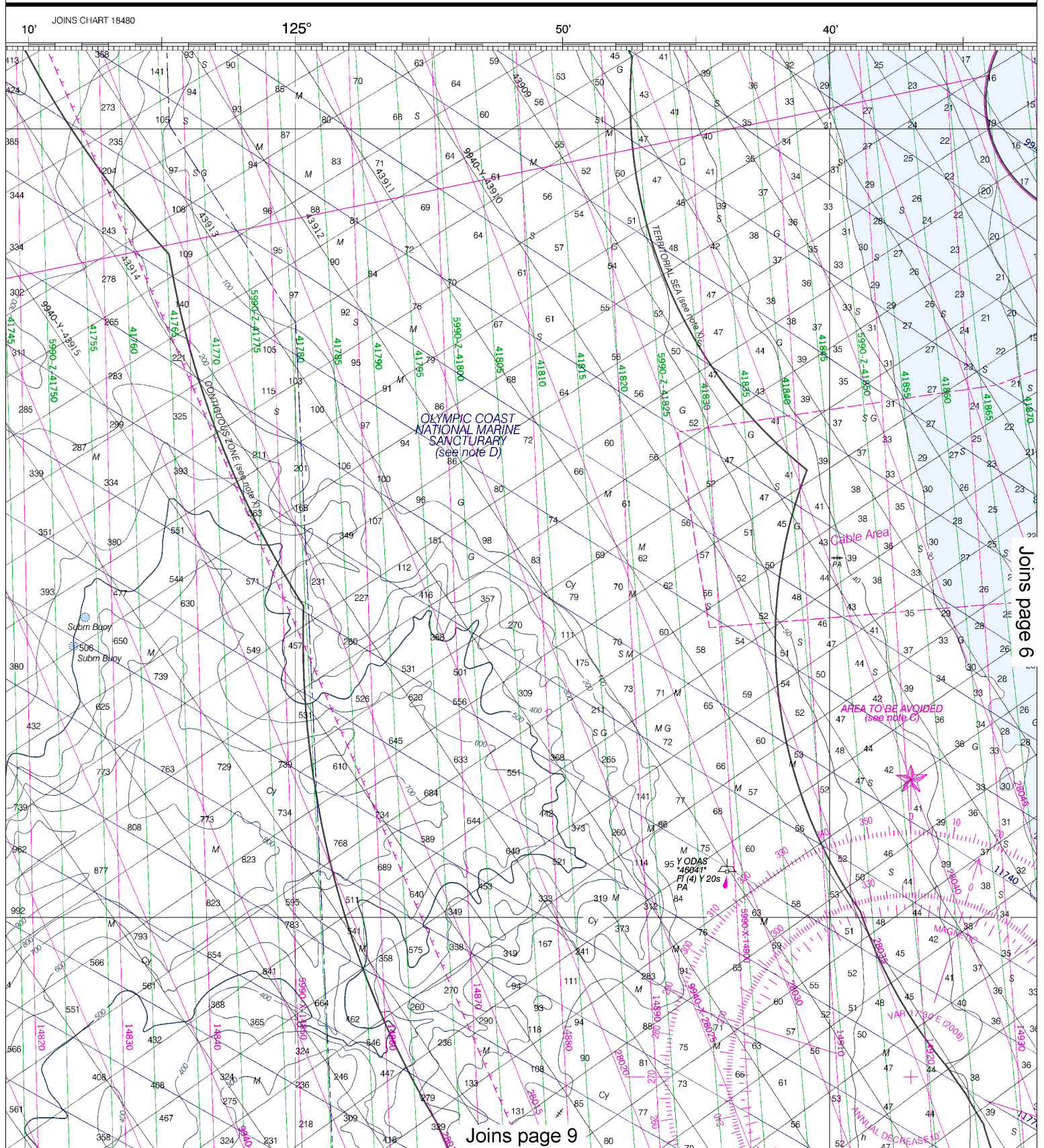
18500

LO-RAN-C OVERPRINTED

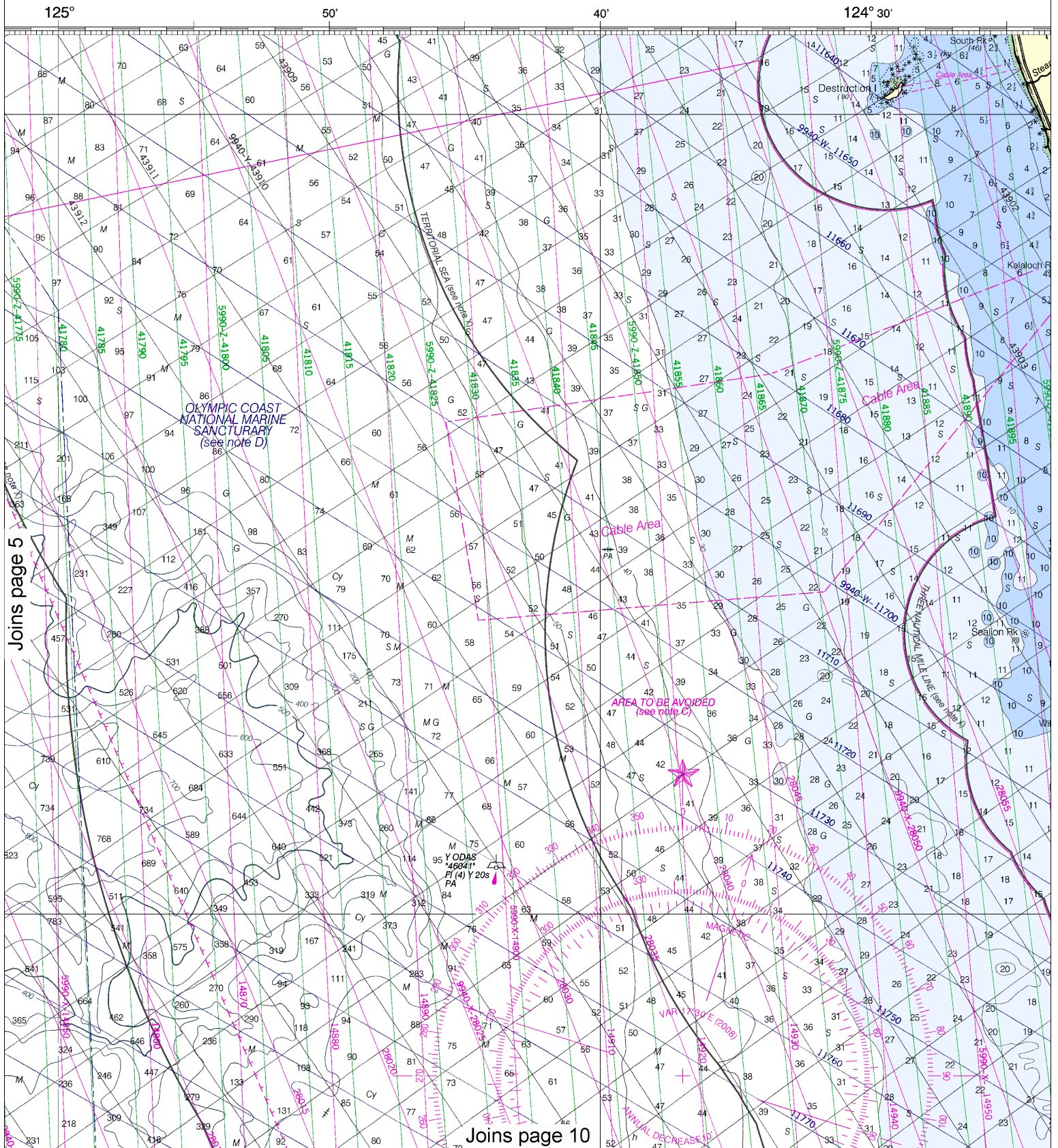


4

Note: Chart grid lines are aligned with true north.

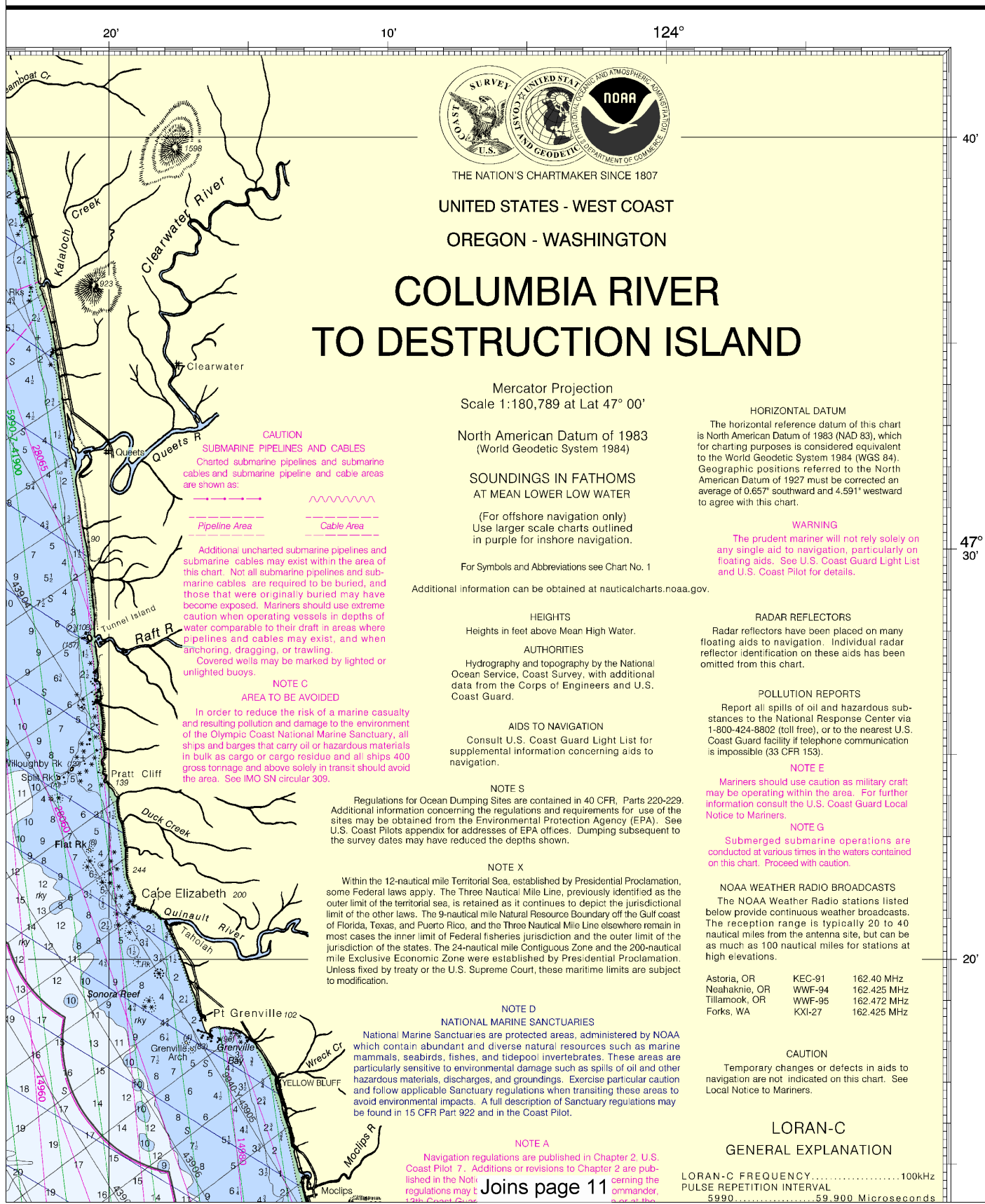


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:241052. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.



UNITED STATES - WEST COAST
OREGON - WASHINGTON

COLUMBIA RIVER TO DESTRUCTION ISLAND

Mercator Projection
Scale 1:180,789 at Lat 47° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)
Use larger scale charts outlined
in purple for inshore navigation.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE D

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Regulations may be amended by the commander, U.S. Coast Guard.

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HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.657" southward and 4.591" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE E

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

NOTE G

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The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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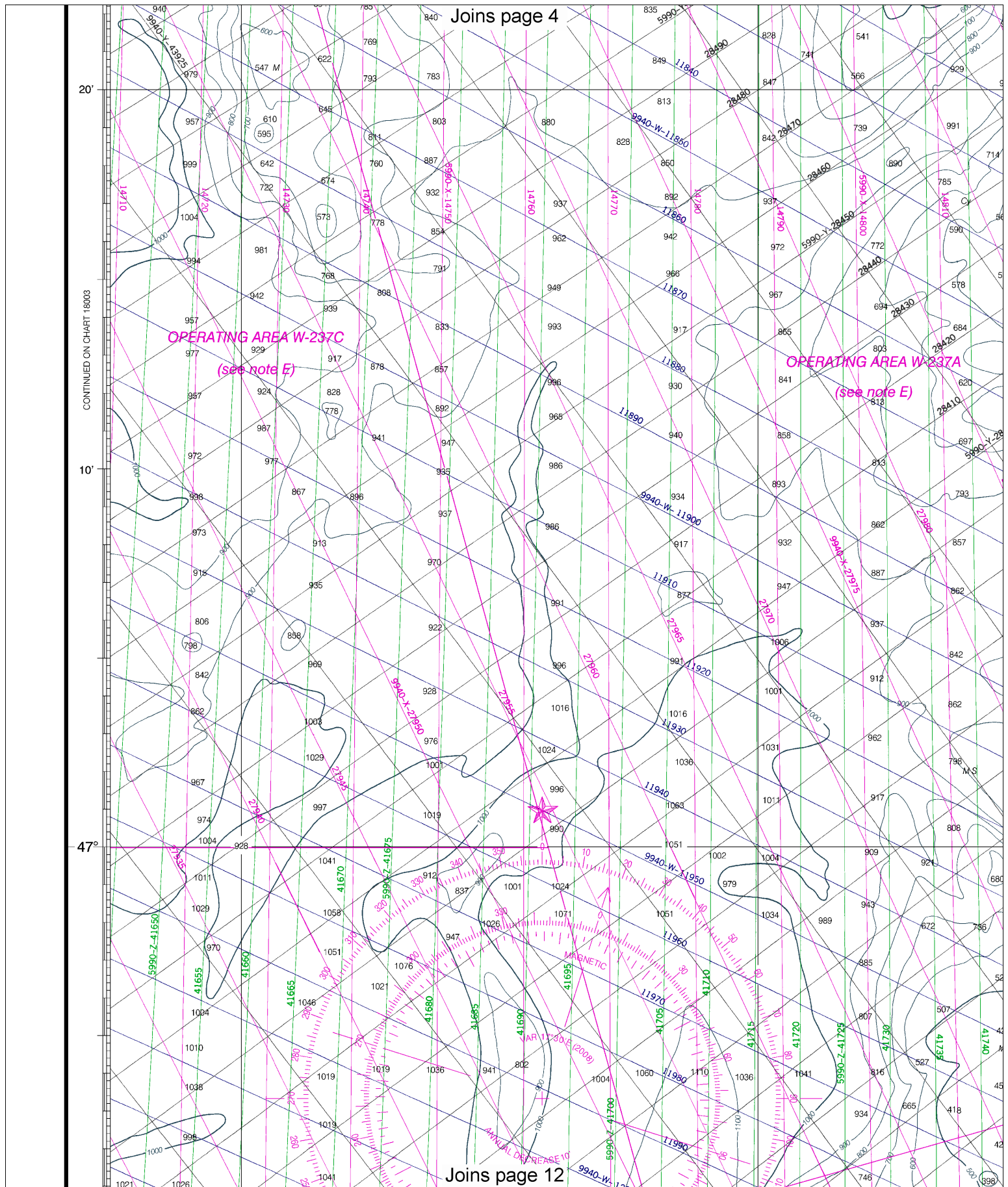
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5990.....59,900 Microseconds

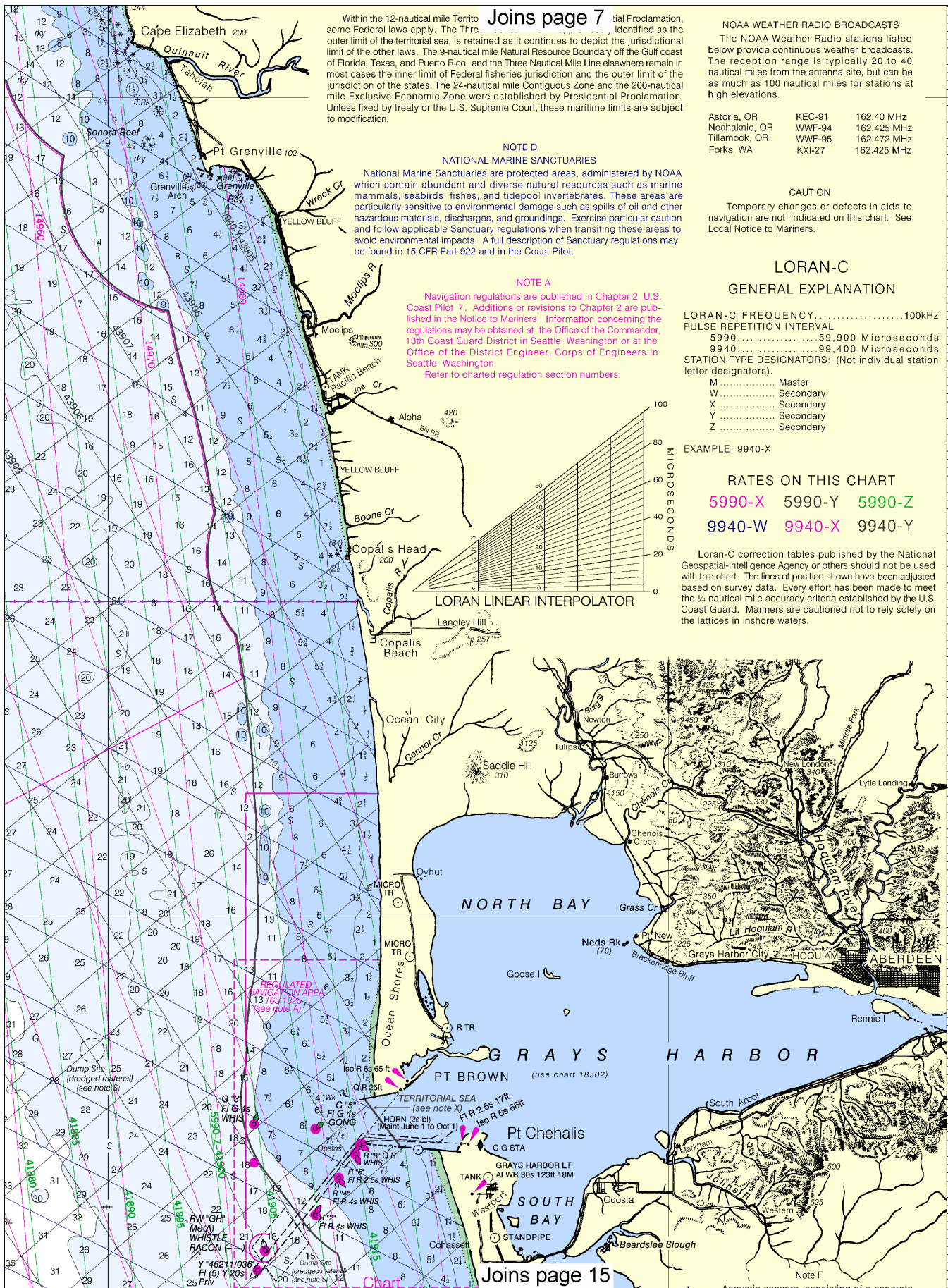


Note: Chart grid lines are aligned with true north.

Joins page 13

Joins page 10

Note: Chart grid lines are aligned with true north.



Within the 12-nautical mile Territorial Proclamation, some Federal laws apply. The Three identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 7

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Tillamook, OR	WWF-95	162.472 MHz
Forks, WA	KXI-27	162.425 MHz

CAUTION

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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5990.....59,900 Microseconds
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

5990-X 5990-Y 5990-Z
9940-W 9940-X 9940-Y

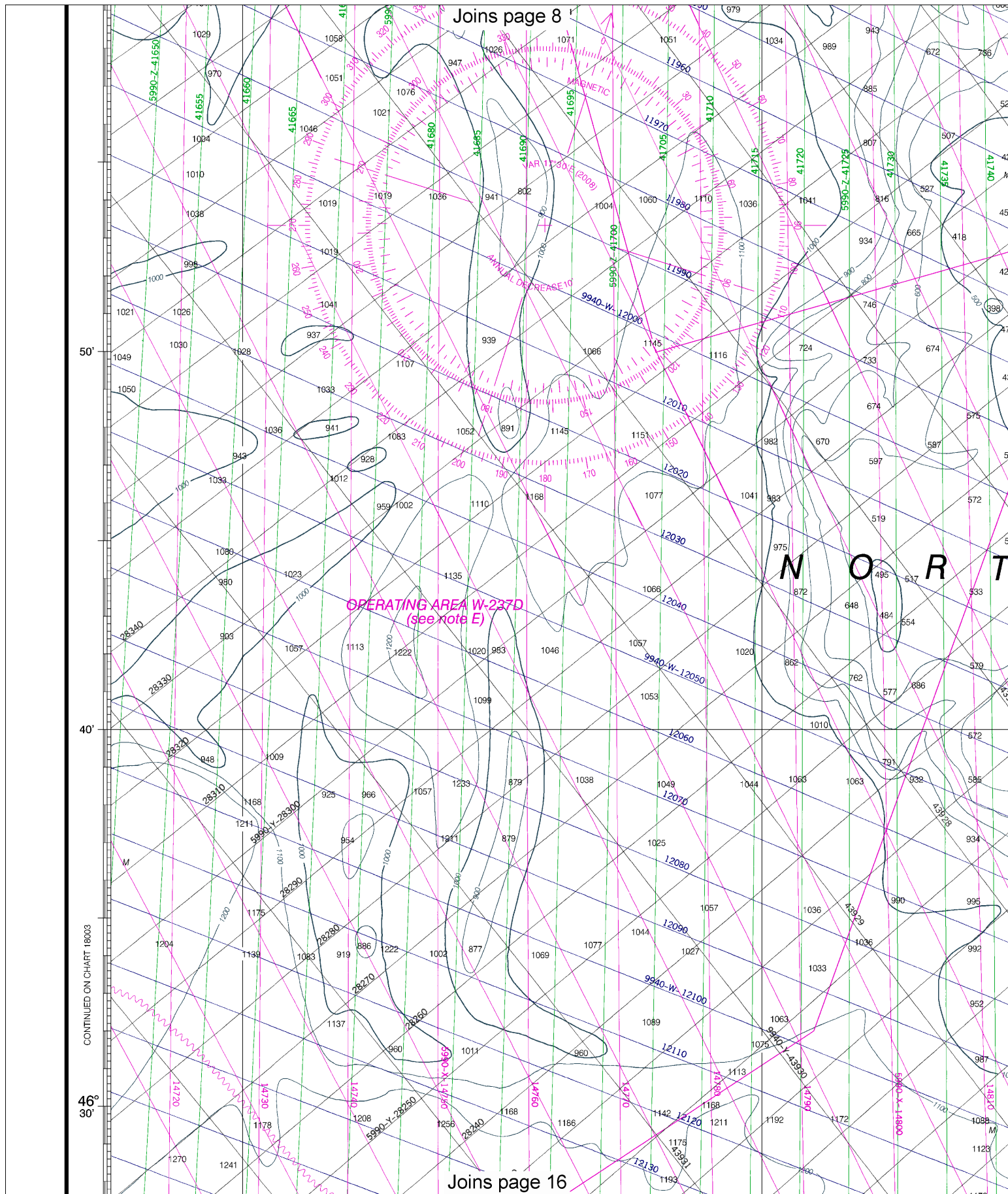
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

LORAN LINEAR INTERPOLATOR

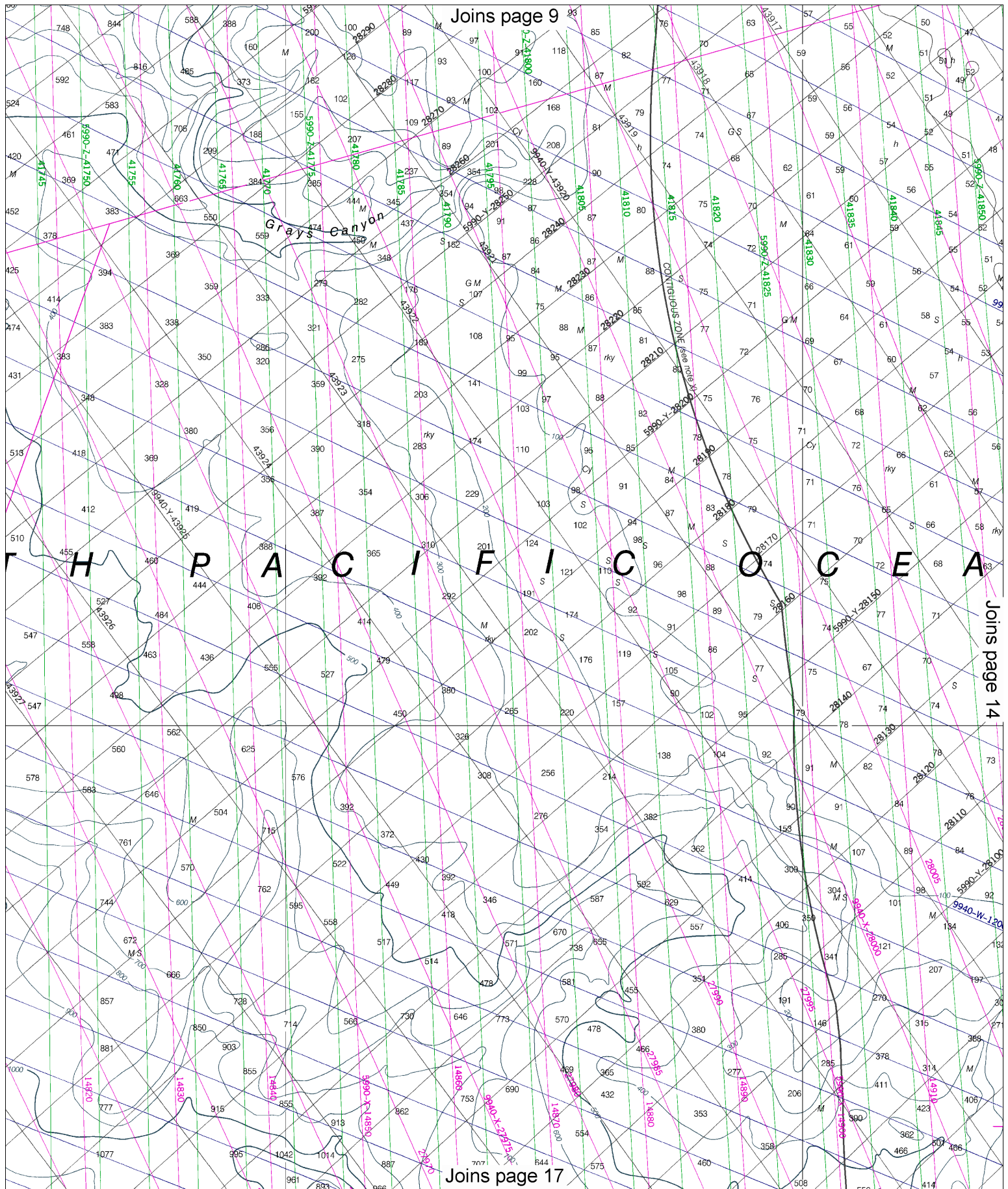
NORTH BAY

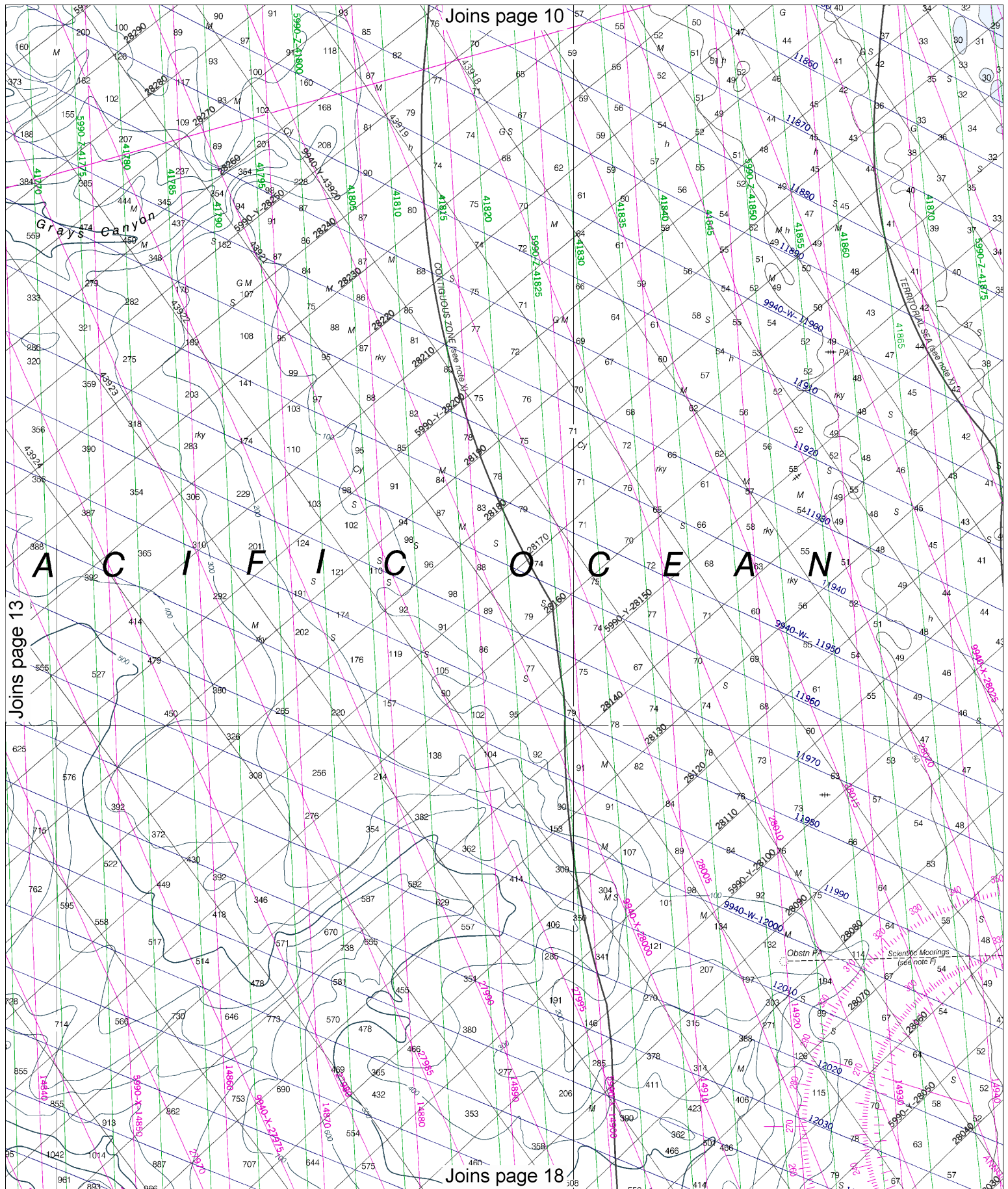
GRAY'S HARBOR

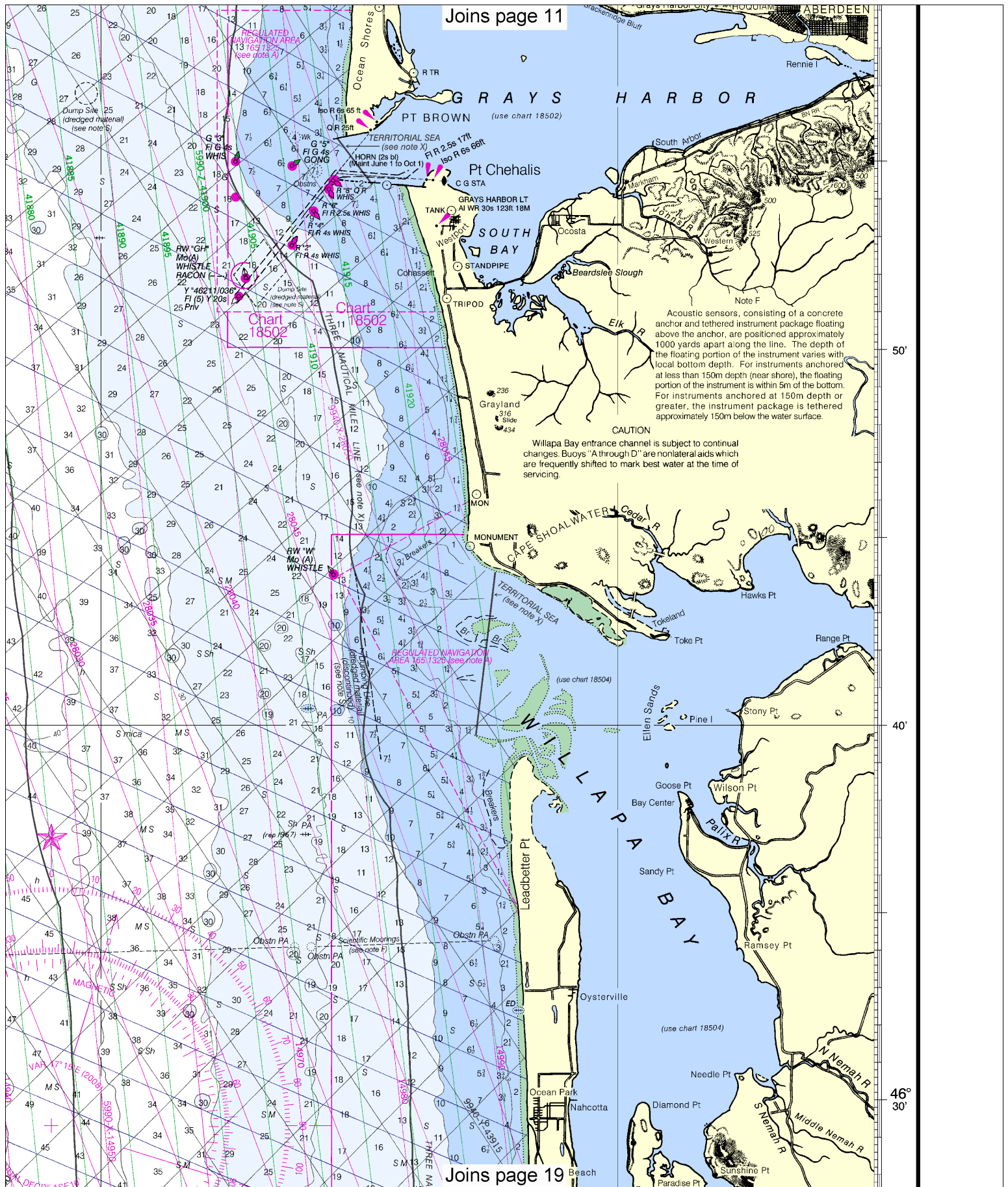
Joins page 15



Note: Chart grid lines are aligned with true north.







Joins page 11

Joins page 19

Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 1000 yards apart along the line. The depth of the floating portion of the instrument varies with local bottom depth. For instruments anchored at less than 150m depth (near shore), the floating portion of the instrument is within 5m of the bottom. For instruments anchored at 150m depth or greater, the instrument package is tethered approximately 150m below the water surface.

CAUTION
Willapa Bay entrance channel is subject to continual changes. Buoys "A" through "D" are nonlateral aids which are frequently shifted to mark best water at the time of servicing.

CONTINUED ON CHART 18003

46°
30'

20'

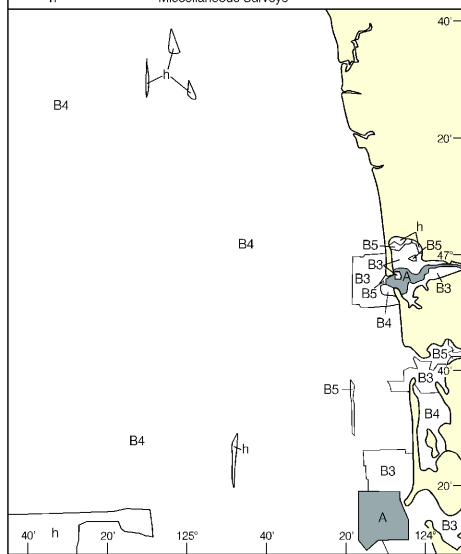
10'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	



MICROSECONDS

LORAN LINEAR INTERPOLATOR

30th Ed., May / 08 ■ Corrected through NM May 31/08
Corrected through LNM May 27/08

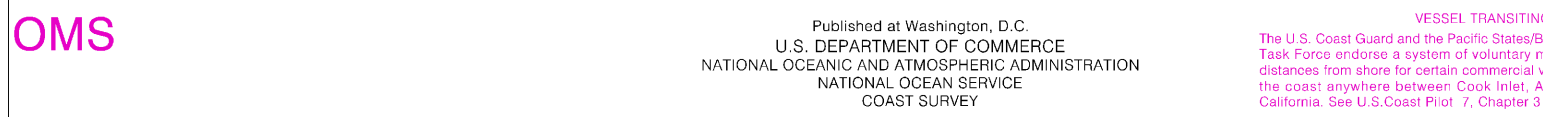
18500

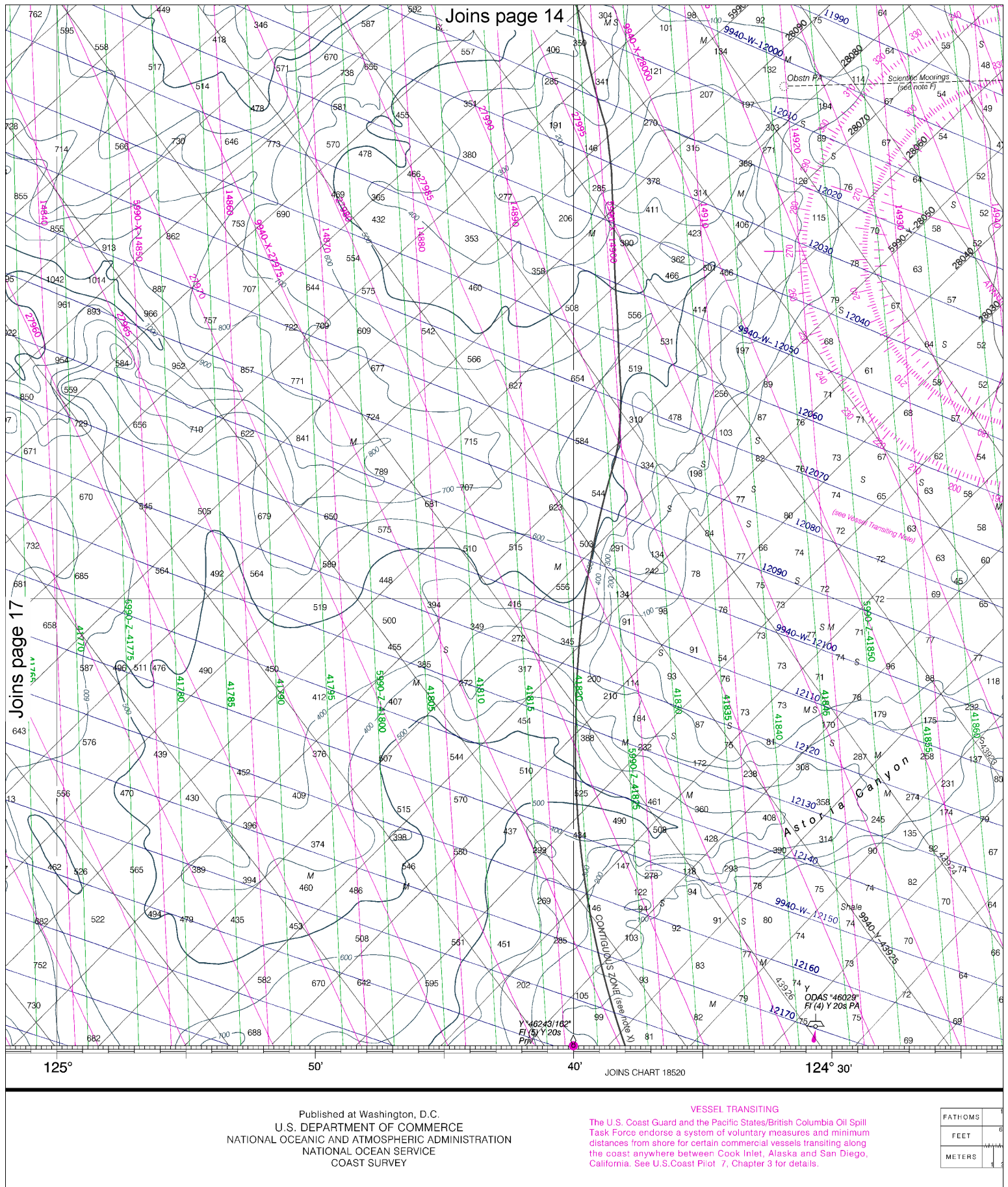
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS







EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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